Current	Proposed	Justification for the change
Measures **platform** service hours. (Identified as the hours vehicles are in service picking up passengers and the time they are out of service and cannot.)	Measure **revenue** service hour, only. (The time when vehicles are in-service and able to pick up passengers.)	By measuring revenue hours only, we will more transparently show how our service affects our passengers.
Major service change = moving the location of a bus stop by more than a **1/2 mile**.	Major service change = moving the location of a bus stop by more than a **1/4 mile**. (*Rail remains the same at ½ mile.)	A quarter of a mile is easier to access by different modes than a ½ mile. The standard is also more in line with peer transit agencies.
Major service change = closing or eliminating a stop or station without a replacement within **1/2 mile for bus *and* rail.**	Change to **1/4 mile for bus.** (*Rail remains the same at ½ mile.)	See above.
0% threshold to determine Disparate Impact and Disproportionate Burden for all major service and fare changes.	**5% threshold** for major service changes to a single line or route. A disparate impact or disproportionate burden occurs when the percentage of the adversely affected minority or low-income population in the service area of the line or route exceeds the percentage of the minority or low-income population within the Sound Transit district by at least 5% (e.g. 15% of the low-income population is adversely effected compared to 10% of the non-low-income population).	0% threshold doesn't allow for nuance in the data and potentially implies there is an impact where there isn't. In revising our standards, Sound Transit looked at adopted Title VI policy from peer agencies including, New York City Transit, LA Metro and Tri-County Metropolitan Transportation District of Oregon (TriMet), among others. Five percent is in-line with peer-transit agencies/industry standards.

	20% threshold for major service changes that are systemwide. **Systemwide service reductions** A disparate impact or disproportionate burden occurs when the percentage of the minority or low-income population adversely affected is 20% or greater than the percentage of the non-minority or non-low-income population adversely affected (e.g. 12% compared of the minority population is adversely effected compared to 10% of the non-minority population is adversely effected). **Systemwide service additions** A disparate impact or disproportionate burden occurs when the percentage of the minority or low-income population benefited is 20% or less than the percentage of the non-minority or non-low-income population benefited (e.g. 8% of minority population receives benefits compared to 10% of non-minority population receives benefits) Collective service reductions include both service reductions under consideration and implemented service reductions in the past two	Systemwide changes will help show us if the relative benefit and or impacts on the entire system are disproportionately affecting a particular region or transit corridor. By applying a scan over the course of two years that includes minor changes not subject to Title VI analysis, we can better understand the accrual of both transit benefits and potential impacts on protected Title VI populations.

	years, both major and minor service changes.	
	20% threshold for all fare changes. A disparate impact or disproportionate burden occurs when the percentage of the minority or low-income population affected by the increase is 20% or greater than the percentage of the non-minority or non-low-income population adversely affected (e.g. minority population affected is 24% compared to non-minority population affected is 20%).	